

F1051

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY USSR (Arctic)

SUBJECT Ports of Igarka and Murmansk

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REQUIREMENT NO. [REDACTED] 25X1

PLACE ACQUIRED

REFERENCES

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1. The trip from Murmansk (N 58-68, E 33-05) to the island of Dikson (N 73-30, E 80-20), at the entrance of the Yenisey River, took six days and nights. The trip from Dikson Island to Igarka (N 67-29, E 86-35) took two days and nights.

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2. From the port of Murmansk [REDACTED] sailed eastward until it reached the 70th parallel; from there, it sailed eastward to the Yugorskiy Channel (N 69-45, E 60-35). The ship entered the channel because the water in the Karskiye Strait (N 70-30, E 58-00) was frozen [REDACTED]. From Yugorskiy Channel the ship followed a course about 35 degrees north until it reached the 74th parallel; from there, the ship continued eastward along the 74th parallel for about 150 miles (sic) to Dikson Island, where it turned southward toward the entrance of the Yenisey River. [REDACTED] the Soviet pilots held the ship as far as possible from the shore during the course from the Yugorskiy Channel to the 74th parallel. [REDACTED]

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3. The ship arrived at Oshmarino (N 71-44, E 82-58) where there was a pilot station. The Yenisey River pilots took over from the sea pilots, who remained on the ship for the return trip from Oshmarino to Murmansk. From Oshmarino to the Nasonovskiy Islands (N 70-52, E 83-14), the course approached the eastern bank of the river, with few changes. The course from there to Igarka changed constantly and was known only to the pilots.
4. When the ship departed from Murmansk, a pilot of that port took the ship out to sea. At that point, two pilots of the Kara Sea took over until the ship arrived at the Oshmarino pilot station. The two Yenisey River pilots navigated the ship from that point to Igarka.

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While on course the ship was at a position less than 25 miles from the island. The ship was not permitted to approach any closer to the island.

6. The Yugorskiy Channel has a total length of 21 miles and a width of about one mile. After entering the channel, navigation was difficult for the first six miles. There were pole buoys (fences) in the channel, by which the ship was guided. The Soviet pilots navigated the ship at times to the right of these poles and at other times to the left. The ship frequently almost touched the poles. The remaining 15 miles were entirely free, and the piloting was done from the center of the channel.

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near Point Sokoliy (N 69-50, E 60-53), there was a radio station and a radio goniometer to starboard.

- (-6) 8. A submarine base was observed on the eastern shore about 80 miles south of Dikson Island.

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sailing was not permitted within the zone designated by the three buoys, as there was a submarine base there.

9. The city of Dudinka (N 69-24, E 86-07) on the Yenisey River has a harbor with ordinary wooden docks. The city itself covered a large area. the city of Igarka had 29,000 inhabitants in 1952, and at the present time it has 30,000 to 32,000 inhabitants.<sup>1</sup> The city could not be seen from the mole or from the river. Next to the river bank there was a small hill which prevented the city from being seen. No factories were observed in Igarka or Dudinka.

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10. No submarines or warships were seen during the entire trip. A Soviet Liberty ship of 11,000 tons was observed at the entrance to the Yenisey River; the ship was heading out to sea.

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11. Radio stations with radio direction finders were located at the positions indicated on the regular sea charts. if the ship had a radio direction finder, it could receive sailing instructions from these stations.

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The messages were sent by the ship's radio.

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25X1 13. [REDACTED] the deepest point alongside the dock in Igarka is 30 feet. [REDACTED]  
The loading was done with the ship's own winches because the port did not have loading cranes.

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14. The inspection of the ship took place first in the port of Murmansk. When the ship arrived at Igarka, another check was made. On the return trip, a third inspection was held in Murmansk. In all three instances, the inspection was very strict. The checking appeared to be aimed at the discovery of printed propaganda matter. The only camera aboard ship was sealed, as were the ship's radio and observation instruments. Money was counted and declared. Shore passes were not issued at any time. As soon as the ship reached Igarka and for the first two days, repeated requests were made for shore passes from the Soviet authorities. However, no shore visits were allowed, and no reason was given by the authorities.

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1. [REDACTED] Comment: [REDACTED]  
[REDACTED] Igarka had a population of about 11,000 or 12,000.

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Legend to Sketch No. 1: Sketch-map of Voyage from Murmansk to Igarka

1. Port of Murmansk.
2. Course followed [REDACTED]
3. Island of Kolguyev.
4. Island of Dolgiy.
5. Island of Vaygach (N 70-00, E 59-30)
6. Karskiye Vorota, or Kara Strait.
7. Yugorskiy Channel.
8. Dikson Island.
9. Approximate position of the submarine base.
10. Oshmarino pilot station.
11. Dudinka.
12. Igarka.

Legend to Sketch No. 2: Sketch of the Port of Igarka

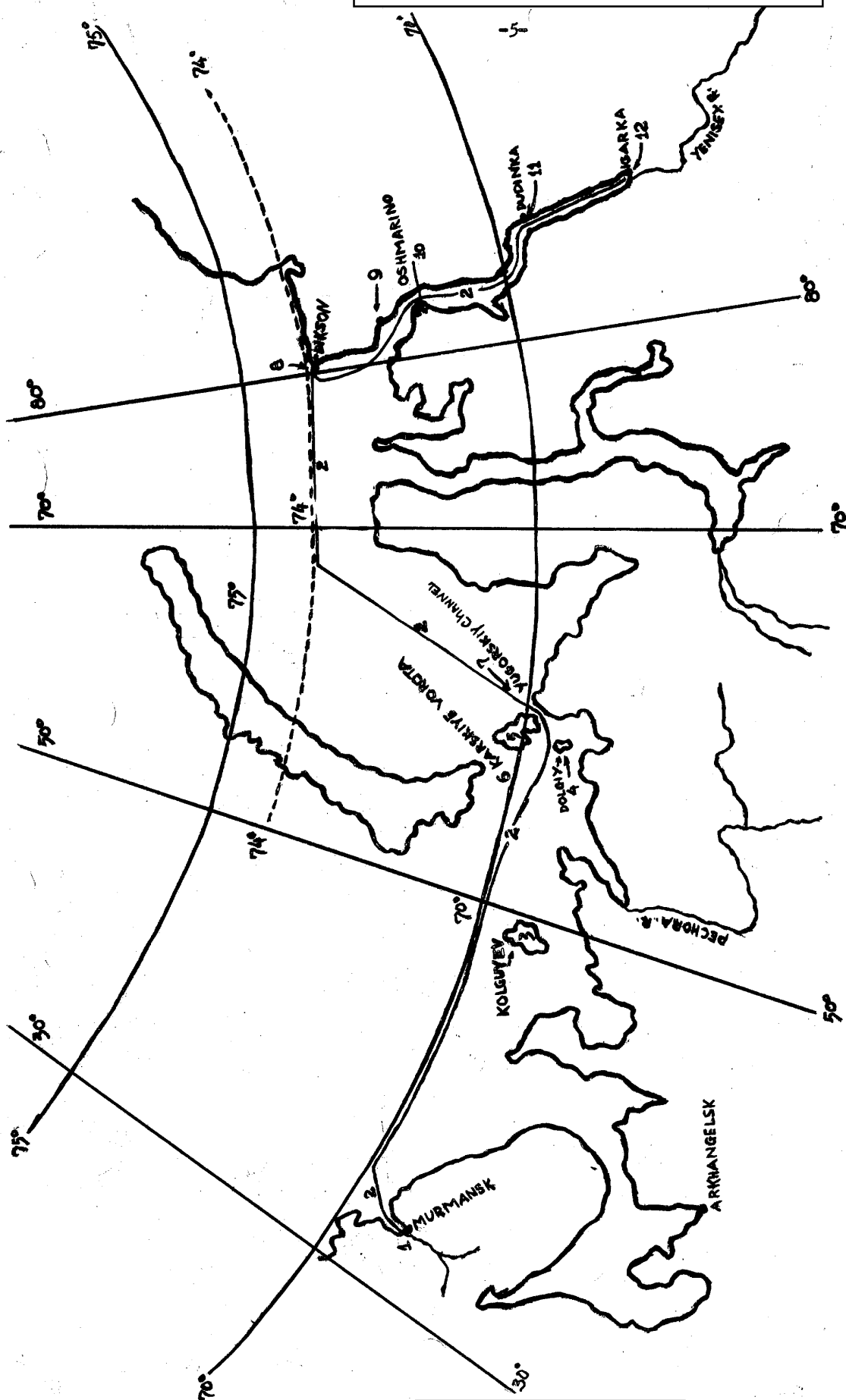
1. Yenisey River.
2. Wooden dock about 350 to 400 meters long and about 40 meters wide; this dock can accommodate two ships.
3. Docking position.
4. Position [REDACTED] ship docked and loaded.
5. A small isolated wooden house [REDACTED]
6. Inflat office; a small wooden building.
7. A narrow road made of wood, like a passage.
8. A small hill, behind which the city is located.
9. City of Igarka.

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Sketch No. 1: Sketch-map of Voyage from Murmansk to Igarka

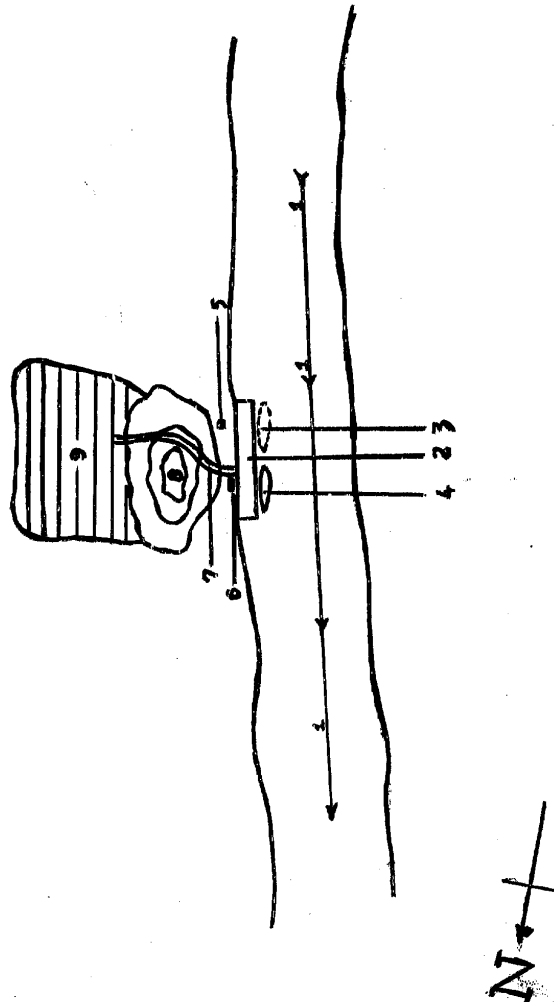


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Sketch No. 2: Sketch of the Port of Igarka



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